

Hot issue

2018 marks the 5th anniversary of the Belt and Road Initiative.

new stories of the

Silk Road

No.

17

October, 2018

International Department, Central Committee of CPC

P2

Projects

In the last five years, more than 100 countries and international organizations have been participating in the Belt and Road Initiative.

P3

Story

The implementation of the Belt and Road Initiative has changed many people's lives in the last five years.

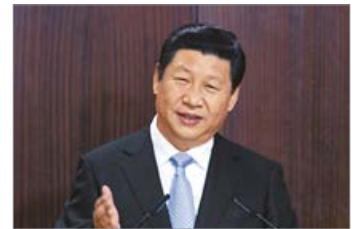
P4



Belt and Road five years on: Milestones

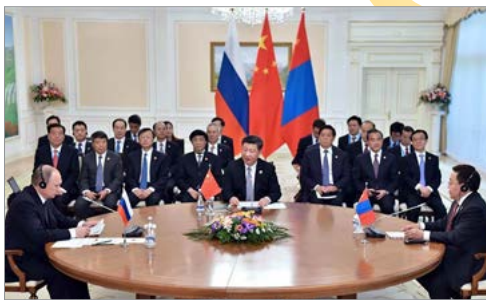
Sept. 7,
2013

In a speech titled "Promote People-to-People Friendship and Create a Better Future", given at Kazakhstan's Nazarbayev University, Chinese President Xi Jinping proposes co-building a Silk Road Economic Belt.



Oct. 3,
2013

In a speech titled "Work Together to Build a China-ASEAN Community of Shared Destiny", delivered to the Indonesian parliament, Chinese President Xi Jinping proposes creating the Asian Infrastructure Investment Bank and working with ASEAN countries on building the 21st Century Maritime Silk Road.



Sept. 11,
2014

During talks with his Russian and Mongolian counterparts, Chinese President Xi Jinping suggests integrating the China-proposed Silk Road Economic Belt with the Russia-led Eurasian Economic Union and Mongolia's Prairie Road development initiative, and building the China-Mongolia-Russia Economic Corridor. The three countries also sign a development plan on building the China-Mongolia-Russia Economic Corridor, the first of its kind for multilateral cooperation under the framework of jointly building the Belt and Road.

Dec. 29,
2014

The Silk Road Fund Co. Ltd is founded in Beijing and begins operations. Upholding a philosophy of "openness, inclusiveness and mutual benefit", it will provide investment and financing support for trade and economic cooperation and bilateral and multilateral connectivity projects under the Belt and Road framework.

China releases the Vision and Actions on Jointly Building Silk Road Economic Belt and 21st-Century Maritime Silk Road, expounding on the Belt and Road Initiative's background, principles, framework, and cooperation priorities and mechanisms.

Mar. 28,
2015

The Asian Infrastructure Investment Bank (AIIB), the first China-proposed multilateral financial institution ever set up in the world, is officially launched and focuses on supporting infrastructure construction and promoting Asia's regional connectivity and economic integration. So far, the AIIB has 87 members.

Dec. 25,
2015

The 1st Belt and Road Forum for International Cooperation is held in Beijing, with a theme of "strengthening international cooperation and co-building the 'Belt and Road' for win-win development".

May 14-15,
2017



Jun 19,
2017

China releases the Vision for Maritime Cooperation under the Belt and Road Initiative, unveiling China's plan for promoting maritime cooperation under the initiative and explaining to the international community the core concepts of jointly building the 21st Century Maritime Silk Road in a bid to deepen maritime cooperation with the countries

Connecting roads for development common prosperity: Belt and Road five-year achievements

This year marks the 5th anniversary of the Belt and Road Initiative. In the past five years, China has been working with countries along the Belt and Road, building bridges and roads that further enhance the cooperation and friendship between China and those countries. It has also promoted policy coordination, facilities connectivity, unimpeded trade, financial integration and people-to-people bonds through other infrastructure construction, increased CR Express train service and forging of new “air corridors”.

CR Express service plays important role

A CR Express train (Xiamen-Budapest) departed at 10 am on July 9 from Haicang Railway Station in Xiamen, east China's Fujian province, right on schedule. It marked the debut of the CR Express service between the Xiamen free trade zone and Budapest, capital of Hungary, as well as the launch of yet another express route to Europe, following those to Poznan of Poland, Hamburg of Germany, and Moscow of Russia.

“This CR Express train carried a total of 41 containers, loaded with electronics, shoes, hats, bags, small commodities, building materials and other goods,” said Zhao Liqiang, head of the Haicang Railway Station under the Zhangzhou service section of the China Railway Nanchang Group. “It will take only 17 days to transport the goods from Xiamen to Budapest, shortening the usual travel time by two to three days. The opening of the new route will significantly boost the transport efficiency of cargo bound for various places in Europe.”

According to an executive at China Railway Corp, the CR Express service has played an important part in promoting facilities connectivity and unimpeded trade between China and countries along the Belt and Road since its debut in March 2011. In particular, the past five years have seen a rapid growth in the number of trains in operation and in the service range.

By the end of June this year, the CR Express transport networks had covered major parts of the Euroasian continent with a total of more than 9,000 trains in service, transporting nearly 800,000 TEUs of cargo, and linking 48 Chinese cities and 42 cities in 14 European countries.

Infrastructure improvement boosts people's wellbeing

A resident of Djibouti on Africa's east coast heading for Dire Dawa in eastern Ethiopia took a train on the Addis Ababa-Djibouti railway line for the sixth time this year. Previously, he had traveled to Dire Dawa by bus, and the journey could last as long as 18 hours due to bad road conditions, compared to just four now on a comfortable train ride, he said.

“Indeed it's made a world of difference!” said a university student who boarded the train



Chinese President Xi Jinping delivers an important speech at a seminar marking the 5th year of implementing the Belt and Road Initiative in Beijing on August 27.

Photo/Xinhua

as it left Dire Dawa. His home was in Addis Ababa, so he traveled on this new railway line between the two cities every month, he said, for the trains were new and comfortable and traveling by train was less expensive than by air. “I can reunite with my family two to three times a month, and I'm proud of Ethiopia having a railway line like this.”

The China Civil Engineering Construction Corp under the China Railway Construction Corp undertook the construction of the Addis Ababa-Djibouti railway line and now is in charge of its operation. Since the start of its commercial operations on January 1, 2018, the new line has seen passenger and freight transport volumes on the rise, gradually and effectively unleashing its enormous transport capacity. In the first half of this year the railway line carried 55,000 passengers in total and increasingly became the top choice of travelers from Ethiopia and Djibouti. Since July, its passenger transport volume has soared again, to a total of 21,000 passengers from July 1 to 27, with the train nearly full each morning.

In the last five years, infrastructure construction as represented by Chinese-built railways has unfolded in more countries along the Belt and Road. For instance, the construction of Indonesia's Jakarta-Bandung high-speed rail achieved major progress with breakthroughs made in key projects. Construction of a railway line linking China and Laos was in full swing, while that of the Serbia section of the Hungary-Serbia railway and the first stage of the col-

laborative project of the China-Thailand railway was also begun. The Orange Line project, a light rail line in Lahore, Pakistan, was pushed forward in a pragmatic manner, as were others.

Major breakthroughs in transport interconnectivity

Air China launched a new, non-stop service between Chengdu and London, another important “air corridor” connecting China's southwestern region and European countries, on July 3.

In the past nearly five years, Air China has actively supported the national initiative by giving priority to countries and regions along the Belt and Road in the opening of new international routes, said a company executive in charge of the section. New routes, including Beijing-Mumbai, Beijing-Minsk-Budapest, Beijing-Warsaw, Beijing-Astana, Beijing-Houston-Panama, Chongqing-Dubai, Shanghai-Bangkok, and Hangzhou-NhaTrang have been opened in the last five years to facilitate economic and trade activities between China and Belt and Road countries.

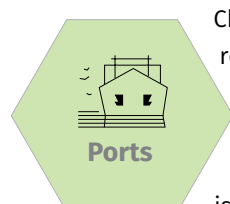
Wu Chungeng, spokesman of the Ministry of Transport, said: “The past five years saw major breakthroughs made in transport interconnectivity under the Belt and Road Initiative, with the opening of 356 international land routes for passenger and freight transport and 403 international air routes, together with the launch of direct flights between China and 43 countries along the Belt and Road – approximately 4,500 direct flights on a weekly basis.”



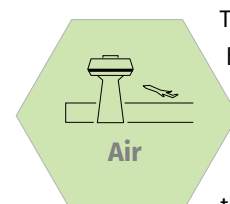
By May 2018, China has signed 103 cooperation documents on the initiative of jointly building the Belt and Road with 88 countries and international organizations.



SCO, China-ASEAN (10+1), APEC and other multi-lateral cooperation mechanisms are pushing for the integration of their member economies' development strategies with the Belt and Road Initiative to form a wider free trade area backed by the Belt and Road.



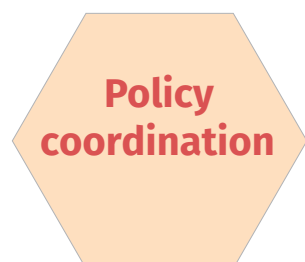
China has established route connections with over 600 major ports in more than 200 countries, and is ranked the world's No.1 in terms of maritime connectivity indicators.



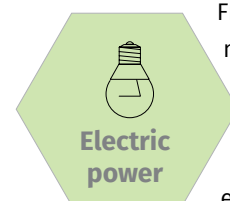
The Chinese government has signed bilateral air transport agreements with the governments of 62 countries along the Belt and Road. Direct flights now connect China with 45 other countries, with the number of flights at approximately 5,100 on a weekly basis.



Important resolutions of the UN General Assembly and the UN Security Council are included in the Belt and Road Initiative.



By the end of June 2018, the CR Express service had put a total of more than 9,000 trains into operation and transported about 800,000 TEUs of cargo, with routes linking 48 Chinese cities with 42 counterparts in 14 European countries.



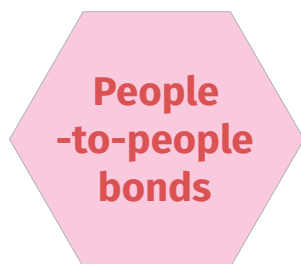
From 2013 to 2017, China's major electric power companies signed 494 contracts for electric power engineering projects in countries along the Belt and Road; their total value rising to \$91.2 billion.

In the last five years, more than 100 countries and international organizations have been actively supporting and participating in the Belt and Road Initiative, and a good number of influential landmark projects have been successfully launched.

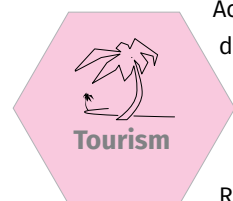
"Belt and Road" five-year progress report



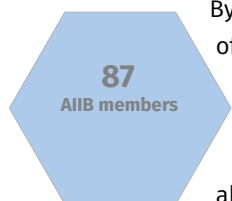
The value of China's goods trade with countries along the Belt and Road totaled more than \$5 trillion, while its foreign direct investment in relevant countries exceeded \$70 billion.



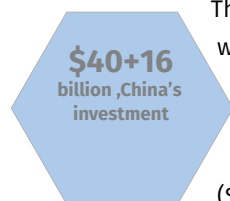
Chinese companies pushed forward the development of 75 economic and trade cooperation zones in countries along the Belt and Road, contributed \$2.2 billion in taxes and fees to host countries, and created 210,000 jobs.



According to incomplete data, in 2016 alone China saw outbound tourists to countries participating in the Belt and Road Initiative reach 24 million and in turn received nearly 10 million tourists from those countries.



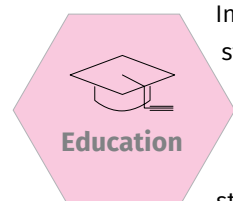
By July 2018, the number of AIIB members had increased to 87, with more than 60 percent coming from countries along the Belt and Road. Currently, the AIIB is carrying out 28 projects in 13 countries, their total value exceeding \$5.3 billion.



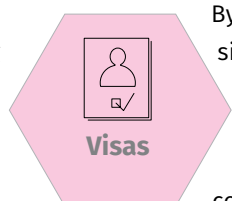
The Silk Road Fund, set up with China's \$40-billion investment, received additional funding worth 100 billion yuan (\$15.65 billion) from China in May 2017. So far, it has signed contracts on 19 projects and promised to invest \$7 billion of a total planned investment of \$80 billion for those projects.



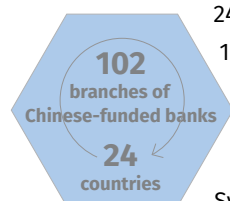
China's trade with countries along the Belt and Road accounted for 40 percent of the global total.



In 2016, the number of students from countries along the Belt and Road studying in China exceeded 200,000. In 2017, 66,100 Chinese students went to study in countries participating in the Belt and Road Initiative, up 15.7 percent from the previous year and marking a higher growth than the overall growth of overseas Chinese students for the same year.



By July 2017, China had signed agreements allowing citizens visa-free or visa-on-arrival access with 24 countries along the Belt and Road.



24 countries have set up 102 branches of Chinese-funded banks. The RMB Cross-border Interbank Payment System now covers 165 banks in 40 Belt and Road countries, including Russia, Singapore, Malaysia, South Korea and Thailand.



More than 50 countries participating in the Belt and Road Initiative have issued over 25 million China UnionPay cards. They are accepted by more than 5.4 million merchants and 680,000 ATMs, increases of over 14 times and nearly three times the figures before the initiative was raised.

Belt and Road: A love story

Nothing can make me happier than being able to work with a Chinese company that is near home, pays well and offers abundant opportunities!"

The Kamchay Hydropower Station on Cambodia's Kamchay River has been operational for six years and is now one of Electricite du Cambodge's leading demonstration projects. It was also where Chen Yu, a Chinese young man, and his Cambodian wife first met.

The Kamchay Hydropower Station was funded and developed by Power China on the BOT model (building-operation-transfer) as part of its overseas investment. During the first two years since it was put into operation, the power plant was responsible for 80 percent of the daytime electricity supply and 100 percent at night for Phnom Penh. It remains an important power supplier for the Cambodian capital to this day.

Chen's wife had come to the Kamchay power project company with her friends to seek a job. She was a logistics assistant at the company before she got to know Chen, who came from Power China's Hunan branch. Beginning as work contacts, they gradually developed a romantic relationship. In November 2015, they tied the knot in the presence of family, close friends and colleagues in Cambodia.

"Kamchay was where we first met each other, and is where we're working for a better life and career," she said. "Nothing can make me happier than being able to work with a Chinese company that is near home, pays well and offers abundant opportunities!"



People's Daily

Malaysian man's 'train dream'

A 40-year-old workshop director at CRRC's rolling stock plant in Malaysia is nicknamed "Wei Jie" by his Chinese colleagues.

"I love trains," said Wei Jie. "When I was young, I liked to watch trains and build trains with blocks."

Four years ago, he got offers from both CRRC and a local company. His passion for trains made him choose the former and led him to join the facility as one of its first local employees.

As a newcomer, Wei Jie left his homeland for the first time in his life to attend a three-month training session in China. Talking about his experience in China, he said he got acquainted with his Chinese colleagues soon after arriving in China despite language barriers. Upon returning to Malaysia, he began as an ordinary bench worker and gradually assumed more important roles by virtue of his own efforts.

"Wei Jie is very diligent and works really hard," said Jiang Zhengguang, general manager of the Malaysia rolling stock plant. "He grew up from an ordinary worker to a team leader and then a section leader. Not long ago, he was elected the workshop director."

When Wei Jie saw the train co-made by him and others on tracks for the first time, he took great pride in it. "I told my family and friends that Malaysian and Chinese employees had worked together to make the train."

In the workshop, Chinese and Malaysian employees were working closely with one another on each assembling procedure. "We're one family, working together and succeeding together," said Wei Jie.



Having realized his train dream, Wei Jie is now looking forward to making his "high-speed rail" dream come true.

"I had the opportunity to take a bullet train when I went to China. It was of high quality and almost made no noise while running," he said. "Malaysia should also introduce such high-speed rail systems."

"As long as we work hard, impossible is nothing." Wei Jie believes that the Malaysian facility will play a part in more and more projects, which will bring even more opportunities to local employees.



Xinhua News Agency

Kazakh woman wants to earn her 'first bucket of gold' at Horgos center

A Kazakh woman, who was born in the border town of Zharkent and just turned 19 this year, was one of the several hundred foreign nationals working at the China-Kazakhstan Horgos International Border Cooperation Center. She commuted to the center before 9 am to join the more than 6,000 Chinese there who had also found job opportunities amid the thriving border trade.

The Horgos center, a cross-border boundary cooperation center jointly built by China and Kazakhstan, was completed and became operational in 2012. It covers an area of 5.28 square kilometers, with 3.43 square kilometers on the Chinese side and 1.85 square kilometers on the Kazakh side. It is home to more than 5,000 businesses that employ over 6,000 people.

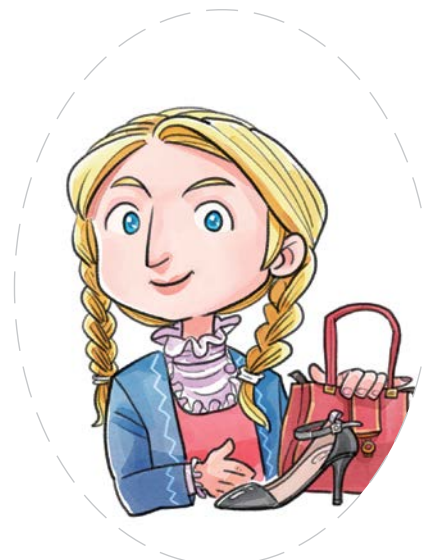
The Kazakh woman secured her job at a shoe and bag store 10 months ago upon graduation from high school through recommendation by a former schoolmate who also worked at the center.

Her main responsibility was to communicate with Kazakh customers. Already a fluent speaker of both Kazakh and Uygur, she is now working on her Mandarin. "I want to stay and work here and open a grocery store when I have enough savings."

With more and more central Asian customers and merchants alike flocking to the center, an increasing number of Chinese stores began to hire central Asian employees like her.

Liu Baosheng, head of the store, said: "Our store focuses on customers from central Asia, many of whom visit us on weekends."

Having just arrived in Horgos in 2017, Liu was planning to open yet another store. "Customers from all five central Asian countries come here, and we're doing better and better," said he.



Xinhua net

Belt and Road brings huge career opportunities for Kenyan youths

The Belt and Road Initiative is boosting cooperation between Kenya and China and bringing more career opportunities for Kenyan youths like us," said a Kenyan student doing advanced studies at the Beijing Jiaotong University-Weihai Campus on May 11. "I want to work on my Chinese as well as professional skills and become a messenger promoting friendly relations between Chinese and African peoples."

He was one of 40 Kenyan students studying advanced expertise on railway engineering and railway electrification systems, learning the Chinese language, studying Chinese culture and promoting cultural exchanges.

On May 10, the opening ceremony for the third batch of students enrolled in the Belt and Road program for joint cultivation of international talent for Kenya was held at the Beijing Jiaotong University-Weihai Campus in Nanhai New Area, Weihai city, Shandong province. Chinese and foreign students sang the Chinese song Jasmine Flower and another song named Sisi Ni Moja (We Are One) to welcome their new friends from Kenya.

The Kenya program was jointly initiated by China Communications Construction Co, China Road and Bridge Corp and Beijing Jiaotong University. So far, the program has offered full scholarships to 100 Kenyan students studying at Beijing Jiaotong University.

Since the establishment of its diplomatic relations with Kenya, China has boosted Kenya's development through playing an active part in the construction of railway transport networks, said John Odipo, the counselor of Kenya's Embassy in China, while addressing the opening ceremony. He expressed the hope that the Kenyan students will devote themselves to Kenya's railway industry and railway engineering education after returning to Kenya and make contributions to their motherland's development.



Under the Belt and Road Initiative, China and Kenya have co-built the Mombasa-Nairobi railway line. Implementing the policy of "stepping up cooperation in education and talent resource development", China Road and Bridge Corp has signed an agreement on joint cultivation of international talent with Beijing Jiaotong University in a bid to provide African and other countries along the Belt and Road with talent support for their infrastructure construction and transport industry.

chinanews.com